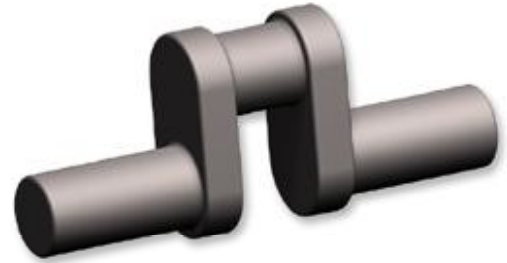


The Crank Calls



April 2012

President	Don Jones	(510) 566-3153	dj712@sbcglobal.net
Secretary			
Treasurer	Ken Hurst	(707) 257-2481	icengine@comcast.net
Events	Ken Hurst	(707) 257-2481	icengine@comcast.net
Tech Topics	Carl Wilson		toolcarl@comcast.net
Editor/Printer	Larry Zurbrick	(408) 448-5752	lz_m57@pacbell.net

MEMBERSHIP \$25.00 US

Contact Ken Hurst at
(707) 257-2481
2650 Indiana Street
Napa, CA 94558

NEXT MEETING

April 21, 2012 at
Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545
Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings:
April 21, 2012 – **SWAP MEET**
May 19, 2012
Palo Alto Concours, June 24

MEETING NOTES

March 17, 2012
Larry Zurbrick

President Don Jones promptly called the meeting to order at 10:00 am.

We would like to thank Bob Kradjian for his service to the BAEM as Secretary for the past year and providing the editorial content for the monthly newsletter. His insights into many of the historical facts and associations of IC engine history will be missed in these pages.

We are currently soliciting names of those who are interested in the BAEM club Secretary position. Please consider this opportunity to serve in the club's organization! Contact Don Jones or Ken Hurst at the email addresses above or at the meeting.

A swap meet is planned for the April meeting. Bring your unused bits and pieces, tools, odds and ends, jigs and fixtures, or whatever is taking up space in your shop to sell or trade. It's time to rotate those treasures between members' shops!

Steve Jasik attended the Northern Modelling Exhibition in Manchester, England in early March. Steve shared a number of photos he took at the exhibition and commented that it took 2 hours to work through the show. On display were mostly steam engines, model trains/cars/airplanes and only a few gas engines. He mentioned that this was the "small" show; the large show was in January and took place in London. Speaking of London, he took the opportunity to visit the British Technology Museum during his visit to England and shared his photos taken there. For more information on UK modeling exhibitions, see:

<http://www.meridienneexhibitions.co.uk/>

FIRST POPS

There were no 'new' first pops this month, but as reported in last month's newsletter George Gravatt's opposed piston YouTube video was viewed at the meeting. See:

<http://www.youtube.com/watch?v=v38PuSrMPk4&list=UU8BeMp3tMs3Bhgpc1K-WTQ&index=1&feature=plcp>

BITS AND PIECES



President Don Jones with the bits and pieces members brought to the March meeting



John Plac brought three engines to show consisting of a Harley V-Twin that he acquired in pieces from a Oregon gentleman, a Red Wing hit and miss, and Ford Model A engine both of which he acquired from Bob Kradjian. Dwight Giles help get the Red Wing and Ford Model A engines into running order. John noted that the Model A radiator that Dwight built is at the correct scale proportion to the engine.

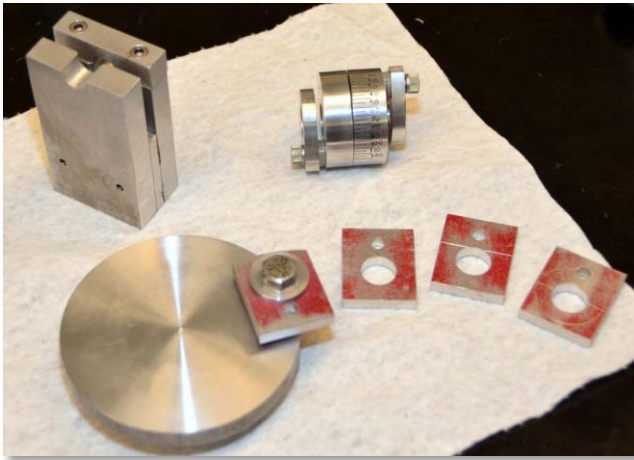


John Palmer brought another 'what-is-it?' to test the knowledge of the club members. It had very few markings and no indication of the manufacturer.

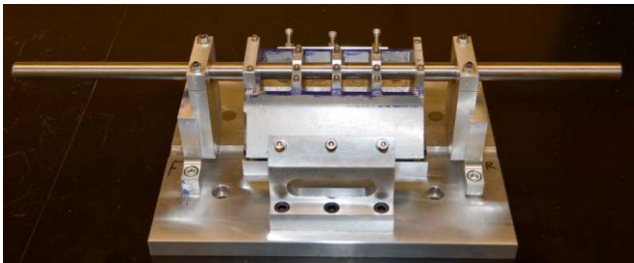
John located a reference to the mystery tool in a May 1948 issue of Popular Science which he had in his library! John noted that this was only one of two advertisements that he could locate. Apparently the manufacturer was not "proud" of this tool offering. What is it? It's a Snap-on Armature Reconditioning Tool.



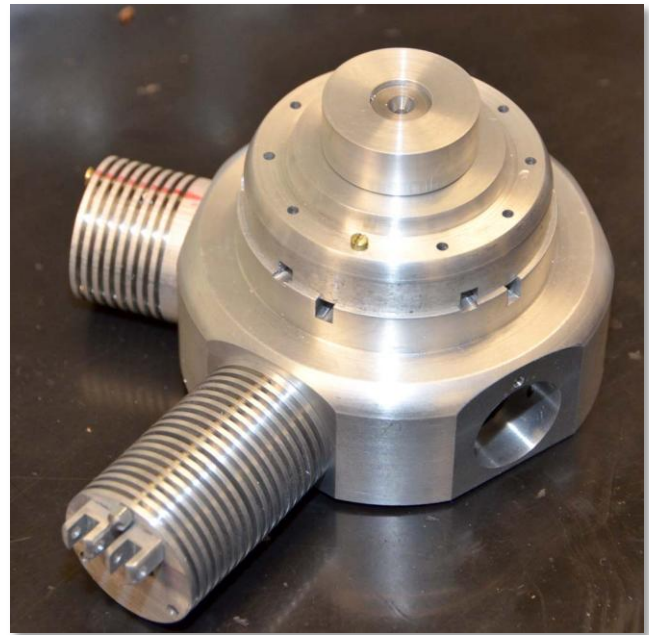
John told us that he had bought the armature reconditioner at a swap meet about 4 years ago for \$20.



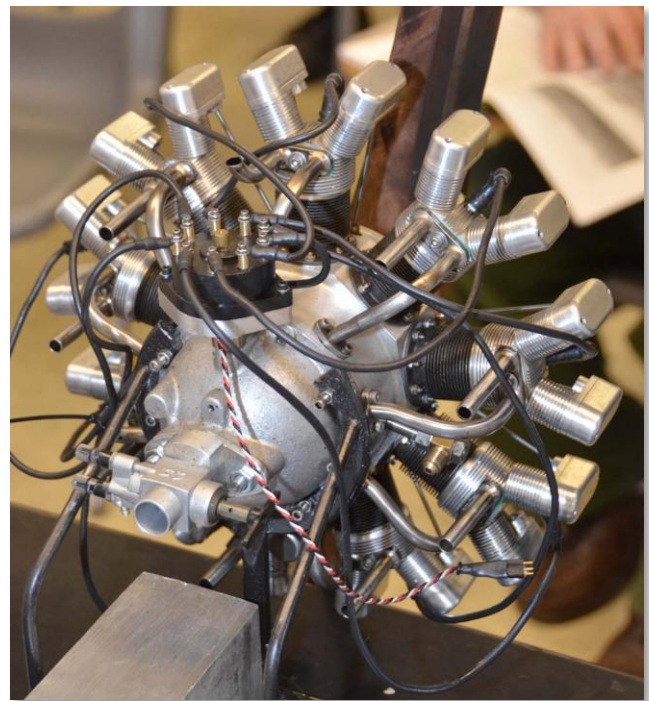
Ken Hurst brought a cam grinder lobe split adjuster (top center of photo) that Dwight Giles helped machine. It is used to adjust the split angle between intake and exhaust lobes when grinding camshafts. Ken showed his fixture (bottom of photo) for generating cam lobe patterns on his lathe along with a few cam lobe blanks. The patterns would then be used on the cam grinder as the template for generating the cam lobe. He also brought his fixture for drilling oiling holes in crankshafts (top left in photo) on a milling machine. He noted that he uses CrMo steel for the cranks and it drills well. He uses good quality cobalt drills and spots the place to be drilled with a 1/16 inch end mill.



John Gilmore brought his align boring fixture for his V-8 project. The photo shows the V-8 block attached to the fixture. He notes that he will also use the fixture to bore the cylinders.

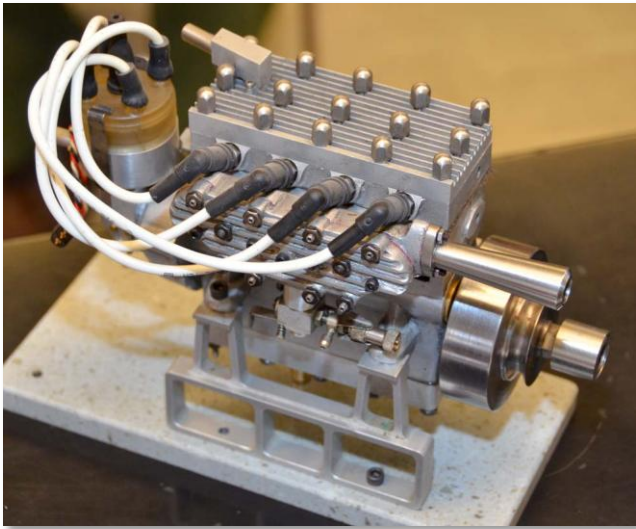


Jim Bove is currently building a 5-cylinder engine that runs on air pressure. He says he sees similar plans available on e-Bay.



Jaime Quevedo brought his Hodgson 9-cylinder radial engine. He got it running after some ignition troubles that were traced back to arcing in the distributor cap. As it turned out, 'mystery material' plastic (polysulfone?) of unknown pedigree was used. The spark issues were resolved after the distributor cap was machined from Delrin. Jaime

noted that he made the intake and exhaust manifolds from 304 SS instead of brass as was originally called out in the plans. He noted that 304 is hard to machine and bend.



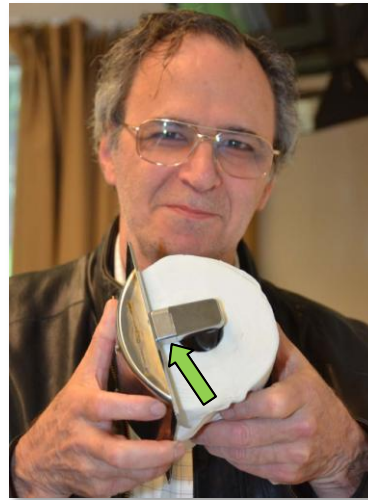
Jaime also brought along his inline-4 15 cc Seal Minor. He mentioned that many Seals use 2 piece valves but this example has one piece valves. It runs well but needs new piston rings.



Lew Throop showed a 1144-alloy steel crank shaft and camshaft blank for his Black Widow V-8 project. He roughed out the crank on a milling machine and finished the journals to size using a 'radial scraper' made from tool steel. He states that he can remove a 'half-thou' at a time when he is finishing the crank.



And from the not quite an engine category...



Steve Jasik put his machining talents to use to modify a toilet paper dispenser from his 1940's era house. Apparently toilet paper rolls have gotten larger in diameter in the past 60+ years. Steve's solution was to build a set of extenders to position the center

of the roll farther from the wall plate. Makes one wonder what else has changed in the intervening years...